

honey, whether for the luckless girls themselves or for the silly youths or either men whom these beauties of the beer barrel so often lure into dishonesty and crime by only listening to and smiling at their inanity and hinted or open indecency of conversation. It is a process which has its revenge on both sides, for the benighted barmid is held in the toils who have drawn around her admirers.

This system can never flourish in America while manhood respects itself. Our faults we are not unwilling to avow; but this steady and universal degradation of women can never find a place here. It is well known that the beings who make night hideous in the concert saloons are lost before they reach them, and that these hells are only existent through the laxity of the police or the law, both of which we hope to see remedied—the latter by the next Legislature, in dooming them irrevocably. But that a widespread system for the demoralization of women such as the English barmid evil can ever appear among us we are happy not to believe. Keep your eye at home, John, for the present.

#### Dramatic Art in New York—Its Progress and the Promise of the Future.

The dramatic season has advanced to that point—the breaking up of the original bills at some of the theatres—which enables us to form something like a correct judgment upon the condition and prospects of the drama in New York during the coming winter. With the exception of Niblo's, and Fechter's Theatre, in Fourteenth street, the playhouses are all open and all have been doing a good business. In another month these will also be ready for spectacle and melodrama, and the little Globe Theatre, in Broadway, is to witness about the same time the appearance of Miss Bateman in some of her favorite characters. By the middle of November there will be a complete change of programme everywhere. *Opera bouffe*, which is now presented with so little force at the Olympic, being deficient in mechanical as well as artistic effects, weak in chorus and feeble in ensemble, will have fitted away to Philadelphia. King Carrol's reign at the Grand Opera will be ended; Mr. Boucicault's *Kerry* and Mrs. Boucicault's *Jessie Brown* will have been succeeded by Mr. Somers's *Romeo* and Miss Neilson's *Juliet*. The revival of old English comedy at the Fifth Avenue Theatre will have ripened, as we trust, into the mellow glories of Shakespeare's "Merry Wives of Windsor." French and English art, as we have it in "Agnes" at the Union Square Theatre, and in "Pygmalion and Galatea," at Wallace's, will also have vanished like the dissolving statue in the beautiful comedy at the latter theatre. All these changes suggest some ideas both as to the past and the future of the drama in this city, for the expression of which there can be no more fitting opportunity than the present.

One of the great wants of the American stage has been American plays by American playwrights. Hitherto this has been regarded as impracticable; but the success of "Saracoga" and "Diamonds" has shown that American comedy is not impossible. We are not disposed either to overpraise or to undervalue Mr. Howard's abilities as a dramatist. His plays are not great plays, but they are certainly very creditable. "Diamonds" is crude, but so is the society it portrays, and while it falls far short of what is desirable in play-pictures of American manners it is by no means so false in sentiment or exaggerated in ideal as many persons would have us believe. It is an unfinished play, the disentanglement of the plot at its close creating the impression that everything is explained and everybody reconciled in a hurry, that the people in the orchestra chairs and the galleries may go home; but its unfinished character is not so striking as to condemn. Nor does it stand alone in this respect. Nearly everything distinctively American is also unfinished. Broadway is an unfinished street. New York is an unfinished city. Our society partakes of the newness of everything around us. Our literature is lacking in perfection of thought and elegance of diction. We get our music and our plays, our musicians and our actors, from abroad, and we are apt to criticise by a severe rule the things which are born of our own country and to take the foreign article on trust. We have never had an American dramatist, therefore we cannot have one. Because "Diamonds" is not a great play its crudity and want of force are in many quarters held sufficient to condemn it, and it is sneered at by people who regard Whittier as a poet and Emerson as a philosopher. This play holds the same relation to the drama that Whittier holds to poetry or Emerson to philosophy. Though the dramatist, the poet and the philosopher are alike deficient in great powers, each of them is well enough in his way and gives promise of something better in the future.

These views indicate something like progress for the present season—growth in play-making as well as in play-acting. But "Diamonds" is a play which the dramatist made for the actors, and in this respect it is in marked contrast with Mr. Boucicault's "Kerry," where the actor makes the play. The former aims at making good parts for everybody, while the latter is the concentration of the one character idea. Under these systems a play must be cast with all stars or with only one, and in the latter case the leading actor might as well be supported by automata as the living people with whom he plays. Both theories are equally objectionable, and the one theory begets the other. What we need are plays not written for the players, but for their artistic effects, and actors not caring so much for the part which the dramatist set down as for the characters they can create. It is a greater honor to be a great actor in a small part than a small actor in a great part. One of the surprises of the present season is excellence in little things in a number of instances. We see it in Mr. Barry's Cassidy, and the public have not failed to place an insignificant part very near Agnes Robertson's *Jessie Brown*. Mr. Mackey has made a genuine place for himself as the Prefect of Police in Sardou's "Agnes," and though he appears in only one scene he is as effective as if he acted through the whole play. Mr. Mead makes the insignificant soldier part shine above the spectacle in "Roi Carotte." All this is encouraging, and a generous recognition of merit wherever it is found will build up for us great actors in the future. We are all the more disposed to recognize it, as our actors are too apt to refuse parts as un-

worthy of them and attempt characters of which they are unworthy.

The present season develops managers as well as actors who do small things well and great things ill. While the comedies are nearly all well put upon the stage Italian opera presents but a single swallow to make the winter garden of the Academy joyous, and the *opera bouffe* company at the Olympic makes attempts almost as ambitious and nearly as futile. The managers seem to have forgotten that grand opera has been well done in New York, and that it was only when it was well done that it was profitable, and that *opera bouffe*, even when it was a novelty, was magnificently mounted. Too great ambition as well as too little brings disaster; and by a singular coincidence some managers are able to unite both, as we have seen in the production of "Don Giovanni" at the Academy and "Genio di Brabant" at the Olympic. In Italian opera we have only three great artists—Lucas, Kellogg and Jamet; in *opera bouffe* only two of average merit—Aimée and Gabel—the last named making a great deal of the small part of the gendarme in "Genio di Brabant." As a matter of history, the readers of the HERALD all know that *opera bouffe* was made a recognized part of the popular entertainments in this city by Bateman and Grau, and they presented it so well that inferior work cannot prove acceptable. The present company falls short of the requisite excellence, and would do better if it were less ambitious in its undertakings. "La Grand Duchesse" went well enough, but "Genio di Brabant" was the straw which broke the camel's back. Thus it must be always where the attempt to achieve is beyond the power of achievement. These things we conceive to be the lesson of the present dramatic season; and in the shortcomings, as well as in the successes of the past, is the promise of the future.

#### The Horse Disease and the Rapid Transit Problem.

The great inconvenience that has resulted from the temporary disabling of a large number of horses in the city has had the effect of recalling public attention to the question of rapid transit. So long as there was a means at hand of overcoming the difficulty of transportation a desire was evinced to shirk the responsibility of dealing with a question which every one was agreed demanded solution. But with the sudden advent of the epizooty the necessity of rendering ourselves independent of horse flesh has made itself pretty generally felt. Under the most favorable circumstances the horse railroads do not furnish the pleasantest or most desirable mode of conveyance. But, with nearly one-half their available horses unfit for service, the inability of the lines to meet the demands upon them yesterday rendered travelling almost unendurable. Every car was closely packed with human beings to whom some form of transportation is an absolute necessity. And so severely tested were the tensile properties of the street car that the superstition, which was becoming respectable from age, that they could always accommodate one more, was completely exploded. No amount of conductorial ingenuity could have squeezed one more unfortunate, though no bigger than Tom Thumb, into any of the cars which took the business men to their homes at the Harlem end of the island. In this crush the ladies were the principal sufferers. It was absolutely pitiful to see the groups of helpless women gathered at the street corners in the hope that some of the cars would have a little space; but after car rolled by, packed tight as a carrier barrel with able-bodied humanity, until, losing patience and hope, the ladies in many instances were obliged to make their way home afoot through the slushy streets. No such sight could have been possible in any other important city in the world.

In order to increase the horrors of the situation that virtuous body known as the hackmen raised their prices to such an outrageous extent that a carriage became a veritable luxury in which only the rich could afford to indulge. We have before called attention to the want of such regulations as would convert the hack system from being a nuisance into a real convenience to the citizens. To do this it is only necessary that we should follow existing examples, such as we have in London and Paris. The rapidly-increasing extent of the city and the necessity for a cheap and rapid means of conveyance must eventually lead to the establishment of some system which will secure to the citizens the same facilities of conveyance, at fixed and moderate rates, that are enjoyed in the European cities. This is a matter which affects deeply the business and convenience of the citizens, and ought to occupy the attention of our next Mayor. It will be well if the functionary and his aldermanic assistants in the government of the city can be persuaded to abstain from mixing up in the political squabbles of contending parties, and be induced to devote themselves to forwarding the interest of the city. This is what the mass of the citizens expect from them; and among the reforms which we look for next year this close attention to the affairs of the city by the municipal authorities is not the least desirable or important.

No satisfactory solution of the rapid transit question will be effected until we have communication by the steam cars from the Battery to Harlem, both on the west and east sides of the island. In combination with these a line passing through the blocks, such as we suggested last year, and having stations at Union square and at the Central Harlem depot, would complete a system of communications which would confer infinite benefit on the population and contribute in a degree scarcely dreamed of to the prosperity of the city. There is no occasion to wait until private enterprise comes forward to do for the public what the public ought to do for themselves. Rapid and cheap transit is of as much importance to the inhabitants of New York as lighting the streets, building piers, or any other branch of the public service. If the city may construct a boulevard for the convenience and benefit of the citizens, there can be no logical reason why the city should not build such lines of railroad to facilitate communications as may be necessary for public convenience. Under a properly organized commission such an undertaking can be carried out as economically by the public as it could be by a private corporation, and with this advantage. In the former case the people would have to pay for the railroads, and would not only have the advantage of travelling on them

at the lowest possible paying rates, but they would own them. In the latter case they would not own them, but would eventually have to pay for them all the same, besides paying high dividends to the shareholders. As the success of such railroads is beyond question, and it is certain that their value could not fail to increase enormously within a few years, it is false economy on the part of the municipal authorities to delay beginning a work so important to the future of the city. It is this consideration which renders the election of an enterprising and progressive man to the office of Mayor so essential, for in his hands will lie, in great part, the power of advancing or retarding works of great public utility. Some progress has been made on the west side by the establishment of the elevated railway, which has now been in successful operation for more than eighteen months. Unfortunately, the appearance of the elevated line is not very inviting, and people in this age are very strongly influenced by appearances. Nervous people are accustomed to look on the elevated railway car as a sort of automatic experiment. But experience shows that after all this is only a prejudice. The tracks laid on those skeleton supports in practice serve as well as those laid on the ground. Certainly they are not more dangerous than those laid across the Harlem Bridge, which people cross with so much confidence because they are used to it. Yet should the cars run off the track at this point the result would be just as unpleasant to the passengers as it would be if dumped from the elevated track. In either case the only guarantee the public have is in the care exercised by the employees, and the danger in one case seems not to be a whit less than in the other. This fact is beginning to be recognized, as well as the advantages of the line, and the result is seen in the increased patronage of the line by the public. Indeed, so marked is the revulsion of the public sentiment that we believe the company intend extending the line as far as Fort Washington. Vanderbilt also is pushing forward his underground scheme; but, unless he adopts low rates, the people will not be able to derive any very great advantage from his projected line. It will, however, be a great step in advance, and all hope the work will be pushed on vigorously to completion. If we are to maintain the rate of progress which within the past twenty years has made our city the metropolis of the Continent, we must supply the pressing need of communications that alone will enable our population to spread out freely. The authorities ought to assume the initiative to supply this great public need; and if their scheme be only broad and comprehensive enough they may depend upon receiving generous and efficient support from the citizens.

#### The Steam Yacht Eothen.

Visits from English yachtsmen to this country are not, we believe, destined to be rare, despite the regrettable unpleasantness tagged on to our recollections of a late visitant who came to race for the Queen's Cup. We have at present in the port of New York as fine and trim a steam yacht, the Eothen, as was ever built for private pleasure. It is second in dimensions only to the Duke of Hamilton's vessel, and is owned by a genial Englishman, Mr. Robert Brassey, son of the great English railroad contractor. We welcome this gentleman and his pretty craft to our waters, and hope, that both will give a stimulus to the branch of yachting in which Mr. Brassey takes so much just pride. Our steam yachts on this side are not yet on a par with our sailing yachts; but by and by we shall, no doubt, produce models of beauty, capacity and speed equal to any that can be produced in the world. The Eothen made the transatlantic voyage in fifteen days, touching the Continent at St. Johns, and then steaming up the river St. Lawrence, afterwards visiting Halifax, and then quietly dropping down to Newport and Bristol before coming here. He will run up the Hudson, to admire its beauties, as far as Albany, and will take a trip to the Delaware, and, perhaps, further South. We hope that his stay among us will continue to be as pleasant for himself as it can be.

#### The Gale—Its Aural Precursor.

The violent storm and flood which has swept over our seacoast States, from Florida to New England, appears to have been part of an immense cyclonic disturbance. The weather reports show that it involved in its folds, simultaneously, the Atlantic seaboard as far west as the Alleghenies and the region of the Lower Lakes. The floods of driving rain which it has brought, judging by the bulletins of the Signal Service, threaten to swell all our rivers that flow into the Atlantic and its estuaries, as also to fill up the dry and sluggish volume of the Ohio River, which has been all the Fall scarcely knee-deep. The rainfall is reported as over four inches at Norfolk, and at least half as much along the whole coast.

The recent auroras, which were chronicled by the press, may have an interesting and discoverable connection with this first of Autumnal gales from the tropical seas lying southeast of the United States. Scientists have always conjectured such a connection, and it would appear that the present storm will afford an excellent opportunity for an exhaustive investigation of the subject.

The reports of marine disasters that come in to us are already noticeable, as will be seen by the HERALD shipping columns.

Fortunately for our ocean steamers that left New York yesterday, the storm-centre of this cyclone is reported south of us, and they will, therefore, probably outrun its agitation. It may be well, however, for the shipping about to leave to be on the lookout, and follow, strictly, the warning signals ordered by the Signal Bureau, which, in this instance, have anticipated the danger by over thirty-six hours and thoroughly forewarned all our seaports. It has not unfrequently occurred that vessels following these rotatory storms too fast become entangled in their meshes and are crippled in mid-ocean.

#### THE PACIFIC COAST.

SAN FRANCISCO, Oct. 26, 1872.

The steamship Sacramento sailed to-day for Panama.

A despatch from Elko to-day says that an Eastern bound freight train was badly wrecked this morning.

The Hamilton stage was stopped yesterday by six highwaymen, and the treasure box taken. The passengers were unharmed.

## ENGLAND.

### Visitations by Fire and Flood Causing Want of Employment and Death.

#### Senator Sumner in the Metropolis—Storm Off Shore.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Oct. 26, 1872. Messrs. Cross & Co.'s cotton mills at Bolton were destroyed by fire last night. These mills, which were the most extensive in the town, employed 41,000 spindles. A large number of operatives have been thrown out of work by the conflagration.

STEAMSHIP DISABLED THROUGH STRESS OF WEATHER. The steamship Atrato, which left Plymouth on the 1st of October for Melbourne, has returned to the former port, having broken her shaft when several days out. She experienced very severe weather on her return, and three of the crew were washed overboard and drowned.

SENATOR SUMNER'S VISIT.

Hon. Charles Sumner has returned to London from Paris. His health is improved.

STORMY WEATHER OFF SHORE. The weather to-day in the country and on the coast is tempestuous.

## THE SAN JUAN SETTLEMENT.

### Despatch of the Imperial German Decision to Washington.

BERLIN, Oct. 26, 1872.

The fact which was specially communicated to the HERALD by cable yesterday that a German government courier was on the eve of departure from this city for Washington, in charge of the written imperial decision in the San Juan Boundary case, is confirmed by the publication of an official Prussian statement which says:—"A special messenger has left Berlin for Washington with a copy of the decision of Emperor William on the San Juan Boundary question."

## GERMANY.

### Minister Bancroft's Tour from the National Capital.

TELEGRAMS TO THE NEW YORK HERALD.

BERLIN, Oct. 26, 1872.

Hon. George Bancroft, the American Minister to Germany, has left Berlin for Italy. He expects to remain in that country a month, and before returning to his post of duty at Berlin will visit Egypt.

## FRANCE.

### President Thiers' Project for an Alteration of the Constitution.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, Oct. 26, 1872.

The Paris papers foreshadow the adoption, at the coming session of the National Assembly, of constitutional amendments making M. Thiers President for life; creating an Upper Chamber and the office of Vice President; partially remodelling the Assembly; and providing restrictions upon the right of universal suffrage.

## SPAIN.

### Telegraph Service Reform and Improvement Promised by the Cabinet.

TELEGRAM TO THE NEW YORK HERALD.

MADRID, Oct. 26, 1872.

During the progress of the parliamentary proceedings in the Cortes to-day Señor Zorilla, President of the Cabinet Council, promised Señor Pascual, who complained several days since of the wretched condition of the Spanish telegraphic service, that the government would introduce a bill authorizing 12,000,000 reals to be applied to its improvement and reconstruction.

## ITALY.

### Fatal Disastrous Consequences from the Overflow of the River Po.

TELEGRAM TO THE NEW YORK HERALD.

ROME, Oct. 26, 1872.

The King's Ministers have received official despatches from the provinces which report that the floods on the banks of the river Po, caused by the overflow of the waters of that stream, have not yet abated.

Many persons have been drowned and a vast amount of property destroyed.

The Minister of Public Works, who has gone to the scene of destruction, is engaged in personally superintending the work of relieving the distressed people.

## SUEZ.

### The Canal Company's Transit Tolls and the French Chamber of Commerce—Tribunal Decision Against an Advance in the Corporate Charges.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, Oct. 26, 1872.

The Tribunal of Commerce has decided against the claim of the Suez Canal Company of right to alter on their own authority the tonnage dues on vessels passing through the canal.

The company will probably appeal from this decision of the Tribunal.

TARIFF CHARGES FOR MARITIME TRANSIT THROUGH THE SUEZ CANAL.

The code of regulation charges to be levied on vessels navigating the Suez Canal, which was drawn up and signed by the President Director of the company, in Paris on the 17th of August, 1869, contains the following clause:—

"Etien—The dues to be paid are calculated on the actual tonnage of the vessel, both as to the transit dues and the towing and harbor dues. This tonnage is determined (until further order) by the official papers on board. The transit due from one sea to the other is ten francs per ton burden, and ten francs per passenger, payable at the entrance at Port Said or Suez; the towing dues are fixed at two francs per ton; the harbor dues for anchoring at Port Said, at Ismailia, and before the platform at Suez, after remaining twenty-four hours, for twenty days at the utmost, five centimes per ton per day, at the place assigned by the Captain of the Port.

The pilotage dues for the passage of the canal are fixed according to the draught of water, as follows:—Up to 3 metres, 60 centimes; from 3 to 4 metres, 100 centimes; from 4 to 5 metres, 140 centimes; from 5 to 6 metres, 200 centimes; from 6 to 7 metres, 260 centimes; from 7 to 8 metres, 320 centimes; from 8 to 9 metres, 380 centimes; from 9 to 10 metres, 440 centimes; from 10 to 11 metres, 500 centimes; from 11 to 12 metres, 560 centimes; from 12 to 13 metres, 620 centimes; from 13 to 14 metres, 680 centimes; from 14 to 15 metres, 740 centimes; from 15 to 16 metres, 800 centimes; from 16 to 17 metres, 860 centimes; from 17 to 18 metres, 920 centimes; from 18 to 19 metres, 980 centimes; from 19 to 20 metres, 1,040 centimes; from 20 to 21 metres, 1,100 centimes; from 21 to 22 metres, 1,160 centimes; from 22 to 23 metres, 1,220 centimes; from 23 to 24 metres, 1,280 centimes; from 24 to 25 metres, 1,340 centimes; from 25 to 26 metres, 1,400 centimes; from 26 to 27 metres, 1,460 centimes; from 27 to 28 metres, 1,520 centimes; from 28 to 29 metres, 1,580 centimes; from 29 to 30 metres, 1,640 centimes; from 30 to 31 metres, 1,700 centimes; from 31 to 32 metres, 1,760 centimes; from 32 to 33 metres, 1,820 centimes; from 33 to 34 metres, 1,880 centimes; from 34 to 35 metres, 1,940 centimes; from 35 to 36 metres, 2,000 centimes; from 36 to 37 metres, 2,060 centimes; from 37 to 38 metres, 2,120 centimes; from 38 to 39 metres, 2,180 centimes; from 39 to 40 metres, 2,240 centimes; from 40 to 41 metres, 2,300 centimes; from 41 to 42 metres, 2,360 centimes; from 42 to 43 metres, 2,420 centimes; from 43 to 44 metres, 2,480 centimes; from 44 to 45 metres, 2,540 centimes; from 45 to 46 metres, 2,600 centimes; from 46 to 47 metres, 2,660 centimes; from 47 to 48 metres, 2,720 centimes; from 48 to 49 metres, 2,780 centimes; from 49 to 50 metres, 2,840 centimes; from 50 to 51 metres, 2,900 centimes; from 51 to 52 metres, 2,960 centimes; from 52 to 53 metres, 3,020 centimes; from 53 to 54 metres, 3,080 centimes; from 54 to 55 metres, 3,140 centimes; from 55 to 56 metres, 3,200 centimes; from 56 to 57 metres, 3,260 centimes; from 57 to 58 metres, 3,320 centimes; from 58 to 59 metres, 3,380 centimes; from 59 to 60 metres, 3,440 centimes; from 60 to 61 metres, 3,500 centimes; from 61 to 62 metres, 3,560 centimes; from 62 to 63 metres, 3,620 centimes; from 63 to 64 metres, 3,680 centimes; from 64 to 65 metres, 3,740 centimes; from 65 to 66 metres, 3,800 centimes; from 66 to 67 metres, 3,860 centimes; from 67 to 68 metres, 3,920 centimes; from 68 to 69 metres, 3,980 centimes; from 69 to 70 metres, 4,040 centimes; from 70 to 71 metres, 4,100 centimes; from 71 to 72 metres, 4,160 centimes; from 72 to 73 metres, 4,220 centimes; from 73 to 74 metres, 4,280 centimes; from 74 to 75 metres, 4,340 centimes; from 75 to 76 metres, 4,400 centimes; from 76 to 77 metres, 4,460 centimes; from 77 to 78 metres, 4,520 centimes; from 78 to 79 metres, 4,580 centimes; from 79 to 80 metres, 4,640 centimes; from 80 to 81 metres, 4,700 centimes; from 81 to 82 metres, 4,760 centimes; from 82 to 83 metres, 4,820 centimes; from 83 to 84 metres, 4,880 centimes; from 84 to 85 metres, 4,940 centimes; from 85 to 86 metres, 5,000 centimes; from 86 to 87 metres, 5,060 centimes; from 87 to 88 metres, 5,120 centimes; from 88 to 89 metres, 5,180 centimes; from 89 to 90 metres, 5,240 centimes; from 90 to 91 metres, 5,300 centimes; from 91 to 92 metres, 5,360 centimes; from 92 to 93 metres, 5,420 centimes; from 93 to 94 metres, 5,480 centimes; from 94 to 95 metres, 5,540 centimes; from 95 to 96 metres, 5,600 centimes; from 96 to 97 metres, 5,660 centimes; from 97 to 98 metres, 5,720 centimes; from 98 to 99 metres, 5,780 centimes; from 99 to 100 metres, 5,840 centimes; from 100 to 101 metres, 5,900 centimes; from 101 to 102 metres, 5,960 centimes; from 102 to 103 metres, 6,020 centimes; from 103 to 104 metres, 6,080 centimes; from 104 to 105 metres, 6,140 centimes; from 105 to 106 metres, 6,200 centimes; from 106 to 107 metres, 6,260 centimes; from 107 to 108 metres, 6,320 centimes; from 108 to 109 metres, 6,380 centimes; from 109 to 110 metres, 6,440 centimes; from 110 to 111 metres, 6,500 centimes; from 111 to 112 metres, 6,560 centimes; from 112 to 113 metres, 6,620 centimes; from 113 to 114 metres, 6,680 centimes; from 114 to 115 metres, 6,740 centimes; from 115 to 116 metres, 6,800 centimes; from 116 to 117 metres, 6,860 centimes; from 117 to 118 metres, 6,920 centimes; from 118 to 119 metres, 6,980 centimes; from 119 to 120 metres, 7,040 centimes; from 120 to 121 metres, 7,100 centimes; from 121 to 122 metres, 7,160 centimes; from 122 to 123 metres, 7,220 centimes; from 123 to 124 metres, 7,280 centimes; from 124 to 125 metres, 7,340 centimes; from 125 to 126 metres, 7,400 centimes; from 126 to 127 metres, 7,460 centimes; from 127 to 128 metres, 7,520 centimes; from 128 to 129 metres, 7,580 centimes; from 129 to 130 metres, 7,640 centimes; from 130 to 131 metres, 7,700 centimes; from 131 to 132 metres, 7,760 centimes; from 132 to 133 metres, 7,820 centimes; from 133 to 134 metres, 7,880 centimes; from 134 to 135 metres, 7,940 centimes; from 135 to 136 metres, 8,000 centimes; from 136 to 137 metres, 8,060 centimes; from 137 to 138 metres, 8,120 centimes; from 138 to 139 metres, 8,180 centimes; from 139 to 140 metres, 8,240 centimes; from 140 to 141 metres, 8,300 centimes; from 141 to 142 metres, 8,360 centimes; from 142 to 143 metres, 8,420 centimes; from 143 to 144 metres, 8,480 centimes; from 144 to 145 metres, 8,540 centimes; from 145 to 146 metres, 8,600 centimes; from 146 to 147 metres, 8,660 centimes; from 147 to 148 metres, 8,720 centimes; from 148 to 149 metres, 8,780 centimes; from 149 to 150 metres, 8,840 centimes; from 150 to 151 metres, 8,900 centimes; from 151 to 152 metres, 8,960 centimes; from 152 to 153 metres, 9,020 centimes; from 153 to 154 metres, 9,080 centimes; from 154 to 155 metres, 9,140 centimes; from 155 to 156 metres, 9,200 centimes; from 156 to 157 metres, 9,260 centimes; from 157 to 158 metres, 9,320 centimes; from 158 to 159 metres, 9,380 centimes; from 159 to 160 metres, 9,440 centimes; from 160 to 161 metres, 9,500 centimes; from 161 to 162 metres, 9,560 centimes; from 162 to 163 metres, 9,620 centimes; from 163 to 164 metres, 9,680 centimes; from 164 to 165 metres, 9,740 centimes; from 165 to 166 metres, 9,800 centimes; from 166 to 167 metres, 9,860 centimes; from 167 to 168 metres, 9,920 centimes; from 168 to 169 metres, 9,980 centimes; from 169 to 170 metres, 10,040 centimes; from 170 to 171 metres, 10,100 centimes; from 171 to 172 metres, 10,160 centimes; from 172 to 173 metres, 10,220 centimes; from 173 to 174 metres, 10,280 centimes; from 174 to 175 metres, 10,340 centimes; from 175 to 176 metres, 10,400 centimes; from 176 to 177 metres, 10,460 centimes; from 177 to 178 metres, 10,520 centimes; from 178 to 179 metres, 10,580 centimes; from 179 to 180 metres, 10,640 centimes; from 180 to 181 metres, 10,700 centimes; from 181 to 182 metres, 10,760 centimes; from 182 to 183 metres, 10,820 centimes; from 183 to 184 metres, 10,880 centimes; from 184 to 185 metres, 10,940 centimes; from 185 to 186 metres, 11,000 centimes; from 186 to 187 metres, 11,060 centimes; from 187 to 188 metres, 11,120 centimes; from 188 to 189 metres, 11,180 centimes; from 189 to 190 metres, 11,240 centimes; from 190 to 191 metres, 11,300 centimes; from 191 to 192 metres, 11,360 centimes; from 192 to 193 metres, 11,420 centimes; from 193 to 194 metres, 11,480 centimes; from 194 to 195 metres, 11,540 centimes; from 195 to 196 metres, 11,600 centimes; from 196 to 197 metres, 11,660 centimes; from 197 to 198 metres, 11,720 centimes; from 198 to 199 metres, 11,780 centimes; from 199 to 200 metres, 11,840 centimes; from 200 to 201 metres, 11,900 centimes; from 201 to 202 metres, 11,960 centimes; from 202 to 203 metres, 12,020 centimes; from 203 to 204 metres, 12,080 centimes; from 204 to 205 metres, 12,140 centimes; from 205 to 206 metres, 12,200 centimes; from 206 to 207 metres, 12,260 centimes; from 207 to 208 metres, 12,320 centimes; from 208 to 209 metres, 12,380 centimes; from 209 to 210 metres, 12,440 centimes; from 210 to 211 metres, 12,500 centimes; from 211 to 212 metres, 12,560 centimes; from 212 to 213 metres, 12,620 centimes; from 213 to 214 metres, 12,680 centimes; from 214 to 215 metres, 12,740 centimes; from 215 to 216 metres, 12,800 centimes; from 216 to 217 metres, 12,860 centimes; from 217 to 218 metres, 12,920 centimes; from 218 to 219 metres, 12,980 centimes; from 219 to 220 metres, 13,040 centimes; from 220 to 221 metres, 13,100 centimes; from 221 to 222 metres, 13,160 centimes; from 222 to 223 metres, 13,220 centimes; from 223 to 224 metres, 13,280 centimes; from 224 to 225 metres, 13,340 centimes; from 225 to 226 metres, 13,400 centimes; from 226 to 227 metres, 13,460 centimes; from 227 to 228 metres, 13,520 centimes; from 228 to 229 metres, 13,580 centimes; from 229 to 230 metres, 13,640 centimes; from 230 to 231 metres, 13,700 centimes; from 231 to 232 metres, 13,760 centimes; from 232 to 233 metres, 13,820 centimes; from 233 to 234 metres, 13,880 centimes; from 234 to 235 metres, 13,940 centimes; from 235 to 236 metres, 14,000 centimes; from 236 to 237 metres, 14,060 centimes; from 237 to 238 metres, 14,120 centimes; from 238 to 239 metres, 14,180 centimes; from 239 to